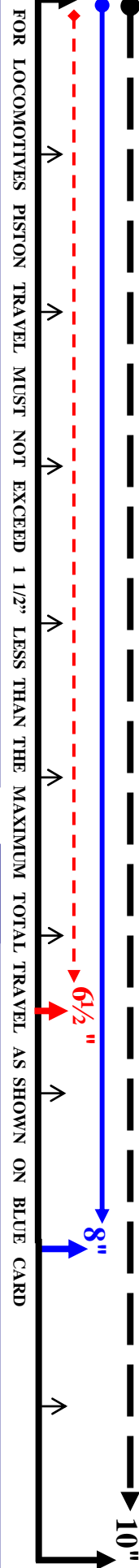


" SAFETY FIRST "

SAFETY PERFORMANCE GUIDE



- Daily Locomotive Inspection
- Initial Terminal Road Train Air-Brake Test
- Nullifying and Restoring Operating Controls
- Train Securement Rules



DAILY LOCOMOTIVE INSPECTION

Inside Cab

1. **Inspect Control Panel:**
 - **Check Inspection Record Card:**
 - Date of last inspection
 - **Check Blue Card (Form FRA F-6180-49A):**
 - Line #10 (Maximum Piston Travel)
 - "Remarks" section "Do not use after: mm/dd/yy"
 - **No Traction Motors Cut Out:**
NOTE: GE's with A/C traction motors are allowed to have traction motors cut out.
2. **Inspect Control Console:**
 - **Air Gauges:** (Within 3-lbs. of proper pressure):
 - **Main Reservoir:** 120 - 130 PSI (As high as 140 PSI on foreign units).
 - **Brake Pipe:** 90 PSI -Freight
105 PSI -Passenger (UP) unit control
110 PSI -Passenger Amtrak unit control
 - **Brake Cylinder** (Fully applied): 30 PSI or more
 - **Head Lights:** Turn on bright to front and rear. At least one bulb burning to the front and rear of consist.
 - **Sanders:** Turn on for approx. 20 seconds.
 - **Locomotive Consist Air Brake Test:** (30.3.3)
 - **Horn:** If defective, may be used for power as a trailing unit.
 - **Bell:** If defective, may be used for power as a trailing unit.
 - **Ditch Lights:** Turn on. If defective, may be used for power as a trailing unit.
 - **Gauge Lights & Engineer overhead cab light:** If defective and other lighting is sufficient for visibility from crew's normal position, treat as a defect not as a noncomplying condition. If lighting is not sufficient, a defect exists and power may be used as a trailing unit.
 - **Generator Field Switch:** "OFF"
 - **Reverser:** Removed
 - **Speed Indicator:** When movement begins and will exceed 20 MPH, and if failure is found on Lead Unit, consider as a noncomplying condition. If defective, may be used for power as trailing unit.
3. **Sanitation Compartment / Toilet Facilities:**
Effective June 3, 2002 the FRA amended its regulations, 49 CFR Part 229, by adding standards that address toilet and washing facilities for employees who work in locomotive cabs. *With some exceptions, a defective / unsanitary toilet facility is prohibited in the lead position.*

*See Sanitation Daily Inspection Handout for general guidelines and exceptions.

To report defective / non-complying toilet facilities go to: www.bletsafetyfirst.org
4. **Inspection Miscellaneous:**
 - **Windows:** Clear view (Small cracks, not impairing vision, are acceptable)
 - **Emergency Brake Valve:** Properly labeled, accessible and appears functional
 - **Cab Seats secure**

Walk Way & Engine Compartment (Both Sides)

1. **Inspect Walkways & Walk In Compartments:**
NOTE: Start stations and water fill locations are not considered walk in compartments.
 - **Free of oil, grease and debris or tools that are slip, trip or fall hazards.**
 - **Lights:** When burned out and if other lights are sufficient, treat as a defect and not a noncomplying condition.
 - **Handrails, handholds, steps, ladders, guards, and safety chains** (safety chains connected high enough for safe passage): Secure and not broken, bent, or loose.
 - **Hand Brake:** If equipped, must be operational or unit is non-complying.
2. **Inspect Engine Compartment:**
 - **Engine:** No active exhaust, water, oil or fuel leaks. (Treat minor leaks not presenting a safety hazard or an environmental problem as a defect and not as a noncomplying condition).
 - **Electrical and rotating equipment guards:** In place
 - **Lights:** When burned out and if other lights are sufficient, treat as a defect and not a noncomplying condition.

Ground Level (Both Sides)

- NOTE: Inspect exposed areas for defects; do not crawl under or between units to make visual inspection.
1. **Inspect Trucks:**
 - **Trucks, springs, rigging, and shock absorbers:** Free of cracks, broken or missing parts.
 - **Wheels:** Free of cracks, broken or missing parts and no significant differences in flange wear.
 - **Sand:** Deposited in front of lead wheels and behind rear wheels.
 - **Brake shoes:** Secure and not overlapping rim of wheel or riding against flange of wheel.
 - **Foundation brake rigging:** Secure and at least 2.5 inches above rail (Sanding hose may be less than 2.5 inches above rail).
 - **Brake cylinder piston travel:**
 - **Maximum:** 1.5 inches less than shown on blue card.
 - **Minimum:** Brake shoes clear from wheels when released.
 2. **Inspect Main Reservoirs and Fuel Tanks:**
 - **Fuel tank:** No leaks
 - **Main Reservoir drains:** Manually drain moisture and oil from tank. Ensure automatic drains are returned to the automatic position.
 3. **Inspect Front and Rear:**
 - **Snow plows, End plates:** Between 3 & 6 inches above rail.
 - **Electrical cable:** Not laying on coupler, no bare wires, and properly stowed if not in use.
 - **Coupler & Draft gear:** No apparent cracks or missing parts.

INITIAL TERMINAL ROAD TRAIN AIR-BRAKE TEST

Air-Flow Method Rule 30.2.2 (A) (Preferred Method)

After the air-brake system on a freight train is charged to within fifteen (15) pounds of the locomotive regulating valve setting, as indicated by the gauge or device connected to the brake pipe at the rear of the train, and the air-flow indicator reads at or below 60 CFM (If AFI exceeds 60 CMF see Rule 30.2.3 Leakage Requirements). Comply with the following procedures:

NOTE: During this test, the brake-pipe cutoff valve remains in the IN or FRT position.

1. After receiving proper notification to set the brakes, make a twenty (20) pound brake-pipe reduction with the automatic-brake valve.
2. After the brake-pipe air has stopped exhausting at the automatic-brake valve, notify the inspector that the brakes are applied for the test.
3. After receiving proper notification to release the brakes, place the automatic-brake valve handle in RELEASE position.
4. Notify the inspector that the brakes have been released.
5. Make sure the AFI reading is at or below 60 CFM before the train departs.

NOTE: If locomotive is equipped with a calibrated air flow meter or Electronic Display, use the Air-Flow Method.

Leakage-Test Method Rule 30.2.2 (B)

After the air-brake system on a freight train is charged to within fifteen (15) pounds of the locomotive regulating valve setting, as indicated by the gauge or device connected to the brake pipe at the rear of the train, comply with the following procedures:

1. After the proper notification, make a twenty (20) pound brake-pipe reduction with the automatic-brake valve.
2. After the air has stopped exhausting at the automatic-brake valve, wait one (1) minute, and then cut out the pressure maintaining feature. (Brake valve cut-off valve in "OUT" position.)
3. Wait one (1) minute for the brake-pipe pressure to equalize throughout the train.
4. Observe the brake-pipe pressure and check the brake-pipe leakage for one (1) minute. Brake-pipe leakage must not exceed five (5) pounds per minute.
5. Notify the inspector that the brakes are applied for the test.
6. After receiving proper notification to release the brakes, place the automatic-brake valve handle in RELEASE position.
7. Cut in the pressure maintaining feature by placing the brake valve, cut-off valve in the FRT, IN, or PASS position, as appropriate.
8. Notify the inspector that the brakes have been released.

NOTE: For further rules and instructions governing operation and tests of air-brakes, refer to current air-brake and train-handling rules.

" SAFETY FIRST "

The nation's railroads provide vital transportation services to every major metropolitan center across the country creating overlapping safety concerns for rail industry employees, shippers and the public. In response, "Safety First" was jointly developed by the UP General Committees of Adjustment and State Legislative Boards with the intent of seeking the most responsible and professional means of improving railroad related health and safety issues.

Accountability for operational safety is a shared responsibility. As the most skilled and highly trained operating craft employees in the rail industry, we are committed to doing everything within our power to insure the safest possible railroad operating environment.

For more information or to report safety issues, visit:

www.bletsafetyfirst.org

